

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
MEETING MINUTES
August 1, 2001
SAN JOSE, CALIFORNIA

The meeting of the California High-Speed Rail Authority was called to order on August 1, 2001 at 9:15 a.m. at the San Jose City Hall at 801 No. First Street, San Jose, California.

Members Present: Edward P. Graveline, Acting Chairman
 Ernest A. Bates
 Rod Diridon
 Jerry Epstein
 William E. Leonard
 T.J. Stapleton
 Leland Wong

Members Absent: John P. Fowler
 Ben L. Hom

Approval of Minutes for June 20, 2001 Meeting

Acting Chairman Graveline presented the minutes for approval. Member Stapleton moved to approve the minutes. Member Leonard seconded the motion, which carried 6-0.

Authority Members' Meetings for Compensation

Acting Chairman Graveline presented the list of meetings for compensation. Member Leonard moved to approve the list. Member Stapleton seconded the motion, which carried 6-0.

Election of Officers

Acting Chairman Graveline introduced and gave a warm welcome to the Authority's newly appointed member, Rod Diridon of Santa Clara, California. Member Diridon is the Executive Director of the Norman Y. Mineta International Institute for Surface Transportation Policy Studies, created by Congress in 1991. Member Diridon expressed his enthusiasm and commitment to the high-speed rail project. Acting Chairman Graveline nominated Member Rod Diridon for Chairperson. Member Epstein moved to approve the appointment of Rod Diridon as Chairperson. Member Stapleton seconded the motion, which carried 6-0.

Member Epstein moved to nominate Member Leland Wong for Vice-Chairperson. Vice-Chairperson Graveline seconded the motion, which carried 6-0. Vice-Chairperson Wong expressed his appreciation and his support of the high-speed rail project.

Members' Report

Chairperson Diridon encouraged the Authority Board Members to reach out to gain advocacy support. Chairperson Diridon stated local transit agencies, airports, cities and counties have a vested interest to make this program successful and the program needs their advocacy. Chairperson Diridon further encouraged the Members to contact Legislators in Sacramento and Washington.

Member Bates entered the meeting.

Executive Director's Report

Executive Director Morshed congratulated Chairperson Diridon and Vice-Chairperson Wong on their new positions. Executive Director Morshed reported that the budget signed by the Governor provided \$1 million for the Authority's general operating expenses and did not include any additional funds for environmental studies. Executive Director Morshed reported on two bills authored by Senator Costa.

- SB690 – Defines the technology the Authority should investigate. Governor Gray Davis vetoed the bill July 30, 2001. The Governor stated he felt the bill was premature and we should not remove any potential technology options from consideration, during the preliminary planning stages.
- SB796 – Designates the Secretary of Business, Transportation & Housing and the Director of Caltrans as two of the five gubernatorial appointed, voting members of the board. The Senate and Committee passed the bill and it is currently on the Assembly floor.

Proposition 116 Application Authorization

Executive Director Morshed stated Proposition 116 appropriated \$5 million to the study of a high-speed passenger rail link between Bakersfield and Los Angeles. In 1993, the California Transportation Commission (CTC) approved resolution BFP-93-26 for the allocation of Proposition 116 funds to Caltrans for the preliminary engineering and feasibility study of the corridor. Caltrans completed the study on time and under budget, leaving a balance of \$519,000 for future work in the corridor. Executive Director Morshed stated that the Authority can use the balance of Proposition 116 funds to continue the screening process in an effort to reduce the number of alternatives to be studied in the next phase of the program Environmental Impact Report/Environmental Impact Statement (EIR/EIS), as well as a study of the tunneling issue in the Los Angeles to Bakersfield corridor. In order for the CTC to allocate these funds to the Authority, staff must submit an application that will outline how the funds will be utilized and the cash flow schedule. Additionally the Authority is required to seek approval from the Joint Legislative Budget Committee and the Department of Finance for the authorization of the increased budget expenditure authority. Executive Director Morshed recommended the Authority delegate to the Executive Director the authority to work with Caltrans and to submit an appropriate application to the CTC for the balance of Proposition 116 funds as well as submitting the necessary budget documents to the Joint Legislative Budget Committee and the Department of Finance. Member Wong moved to approve the motion to delegate to the Executive Director the authority to work with Caltrans and to submit an appropriate application to the CTC for the balance of Proposition 116 funds, as well as submitting the necessary budget documents to the Joint Legislative Budget Committee and the Department of Finance Member Graveline seconded the motion, which carried 7-0.

Department of Transportation Interagency Agreement

Executive Director Morshed reported the Authority's partnership with Caltrans in the development and implementation of a scope of work for the Los Angeles-Orange County-San Diego (LOSSAN) corridor will give the Authority the flexibility to continue with the program EIR/EIS within the original scope of work with funding assistance from Caltrans. He explained in order for the Authority to receive funding from Caltrans, an Interagency Agreement (IAA) must be executed. The IAA will include a revised scope of work and cash flow statement. He stated the revised scope is within the original scope of work and will allow for the preparation of a stand alone document for use by Caltrans, as well as technical data needed for the statewide document. Executive Director Morshed recommended the Authority delegate to

the Executive Director the authority to enter into an IAA with Caltrans to continue the program EIR/EIS for the LOSSAN corridor and submit the necessary budget documents to the Joint Legislative Budget Committee and the Department of Finance. Member Leonard moved to approve the motion to delegate to the Executive Director the authority to enter into an IAA with Caltrans and submit the necessary budget documents in order to continue the program EIR/EIS for the LOSSAN corridor. Member Wong seconded the motion, which carried 7-0.

San Jose Mayor Ron Gonzales

Chairperson Diridon introduced Mayor Ron Gonzales of San Jose, California. Mayor Gonzales expressed his pleasure in California High-Speed Rail Authority holding a public meeting in San Jose. Mayor Gonzales stated he has always felt that San Jose is the most natural entry point into the San Francisco Bay Area for high-speed rail. Mayor Gonzales expressed his support of the high-speed rail project and vowed both the City of San Jose and the Santa Clara Valley Transportation Authority will continue to work with Authority staff on the planning issues that have to be addressed in the Silicon Valley. Mayor Gonzales stated the City of San Jose would continue to urge the Governor and State Legislature to provide the necessary resources to continue the planning efforts of high-speed rail.

Program EIR/EIS Screening Reports

Executive Director Morshed reported each regional team has been working for the past six months on the development of potential alignments and station locations based on the corridors described in the Business Plan and the past work of the Authority and Commission. He stated, today the consultants from four of the regional teams will be presenting the preliminary results of the screening process and staff recommendations will be brought to the Board for consideration in September. Executive Director Morshed reported the Sacramento-Bakersfield regional team is running behind schedule and therefore, will present the preliminary results of the screening process in September. Chairperson Diridon stated his disapproval in hearing the terms “late” and “behind schedule”. He stated in the future it would be unacceptable for any of the consultants to miss project deadlines. Executive Director Morshed directed attention to Mr. Kip Field, Parsons Brinckerhoff. Mr. Field presented a program overview of the California high-speed train program EIR/EIS, which included details on proposed corridors and stations; the project team; environmental process; project alternatives; screening evaluation; and screening schedule. Mr. Field reported that the project managers for four regional teams would present the preliminary results of the screening process, describing alignment and station options along with a preliminary environmental assessment of those options. Mr. Field introduced the first of the four presenters, Dave Mansen of Parsons Transportation Group. Mr. Mansen presented screening information related to the Bay Area to Merced corridor. Ms. Sylvia Salenius of P & D Consultants presented screening information related to the Los Angeles to Bakersfield corridor. Ms. Linda Bohlinger of HNTB presented screening information related to the Los Angeles to San Diego via the Inland Empire corridor. Mr. Steve Schibuola of IBI Group presented screening information related to the Los Angeles-Orange County-San Diego corridor. Copies of these presentations are available upon request.

Public Comment

Chairperson Diridon established a “3-minute rule” for public comments. Henceforth, each public comment shall be limited to no more than three minutes.

Shanna O'Hare, City of Oakland, Public Works

Ms. O'Hare expressed her appreciation and support of continued analysis of Oakland station sites around the Coliseum BART, Civic Center and West Oakland BART. Ms. O'Hare reported the East Bay Area is very supportive of public transportation and admonished the Authority to put stations where there is already established interest and support of public transportation.

Warren Weber, Caltrans - Division of Rail

Mr. Weber reported the Governor gave Caltrans \$198 million in traffic congestion relief funds last year. He stated Caltrans is going to request some of the funds be allocated to continue the Authority's work in LOSSAN corridor. Mr. Weber stated he read in the U.S. Senate Journal, that the Senate Subcommittee has appropriated \$4 million in high-speed rail planning money to the Authority and encouraged the Authority to further investigate this action. Mr. Weber reported Caltrans and Amtrak are putting out a request for proposal to look at run-through tracks at Union Station. The request for proposal involves preliminary engineering, environmental work and permitting. The work will lead to final design for the through track at Union Station.

Terry Stubbins, City of Palmdale

Ms. Stubbins stated the Los Angeles Metropolitan Transportation Authority (LAMTA) has \$13-20 million in unallocated reserves. The LAMTA Board stated the funds could be used for projects outside of the "typical call". Two members of the board are ardent supporters of high-speed rail. Therefore, Ms. Stubbins encouraged the Authority to contact LAMTA to request some of these funds to continue the high-speed rail project in the Los Angeles area.

Walter Strakosch

Mr. Strakosch commented on the Los Angeles-Bakersfield corridor. Mr. Strakosch expressed his support of the Antelope Valley alignment. Mr. Strakosch urged to the Authority to carefully examine the alignment and station locations, especially the Metrolink right of way. Mr. Strakosch stated he prefers Metrolink right of way because it is a public right-of-away and the population growth of the Antelope Valley. Mr. Strakosch also referenced a Santa Fe Railroad study published in 1928 on a rail line out of the Antelope Valley, thru the mountains and into Bakersfield.

Howard Goode, Samtrans - Caltrain

Mr. Goode had to leave the meeting prior to his opportunity to comment. Therefore, Dave Mansen of Parsons Transportation Group related some of Mr. Goode's comments. Mr. Goode wanted to express the coordination between Caltrain and the Authority is going well and hopes that Caltrain and the Authority continue to work together on this project. Chairperson Diridon stated Caltrain has been a positive force in the Silicon Valley and appreciates Mr. Goode's attendance of the Authority public meeting.

Identification of Date and Location of Next Meeting

Chairperson Diridon urged the Board Members of the Authority to clear their calendars in order to attend the public board meetings and try their utmost to stay for the entirety of each meeting.

The next California High-Speed Rail Authority Board meeting will be September 19, 2001, in Southern California.

Meeting was adjourned at 12:50 p.m.